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BUSINESS AVIATION™

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LEARJET CORP., which has retained Drexel Burnham Lambert to evaluate inquiries regarding the sale of the company, is "stronger today than it has been for a number of years," according to Bev Lancaster, chairman and chief executive officer. Lancaster said "in addition to showing a profit last year, we expect further improvements. We are sold out of aircraft for the balance of this year and are now taking orders for 1990. The company presently enjoys a backlog of over $230 million." Learjet delivered only five aircraft during the first half of 1989. (See related story on Page 58).

GENERAL AVIATION, essential air service, and commuter/air taxi operations "receive significant federal subsidies," according to Moving America, a Transportation Department report which provides an overview of the nation's transportation system. Report, which is the first step in the development of DOT Secretary Samuel Skinner's national policy, also said general aviation "is unlikely to register any significant gains" in the foreseeable future.

EXPANSION of the nation's aviation capacity must be a high priority on the American agenda, said Jan Collmer, chairman of the Greater Dallas Chamber of Commerce and a member of the Partnership for Improved Air Travel. Speaking at the Transportation Department's National Transportation Policy hearing in Fort Worth last week, Collmer said "due to the lack of capacity, we are sacrificing efficiency in order to maintain a high level of safety."

U.S. COURT OF APPEALS UPHOLDS DOT MASSPORT DECISION

First Circuit Court of Appeals in Boston last week in an unanimous decision upheld the Transportation Department's assertion that the PACE Program for Boston Logan Airport established by the Massachusetts Port Authority is "unreasonable and contrary to federal statute." District court's rulings were reversed to the extent they conflicted with DOT.

Program for Airport Capacity Efficiency was first put into effect by Massport in July of last year when U.S. District Court Judge David Mazzone ruled in favor of Massport, but was put on hold this past December when DOT concluded the landing fee program violated the prohibition against local governments controlling carrier rates, routes or services (BA, Dec. 26/201). Plan included a fee of $91 per landing with a weight-based landing fee of 50 cents per 1,000 pounds for each general aviation landing operation.

Thomas Champion, assistant to the executive director at Massport, said "we're not going to rule out any action, including an appeal to the Supreme Court. We need to take time to analyze the decision and look at available options." Champion said Massport is "enthusiastic about working with the new administration at DOT, which seems to be more dynamic and willing to work with us. We hope that working directly with DOT we can cope with the congestion, because it is not going to go away."

Appeals court agreed with DOT that the methodology used by Massport for cost allocation "was not scientifically derived" and said "this is definitely an area of expertise primarily reserved to the Secretary's discretion and not to be second guessed by appellate courts."

Massport's proposed fees "appear to be an attempt to modify conduct (e.g. control air traffic) rather than recover operational costs," the appeals court said and is therefore in violation of the

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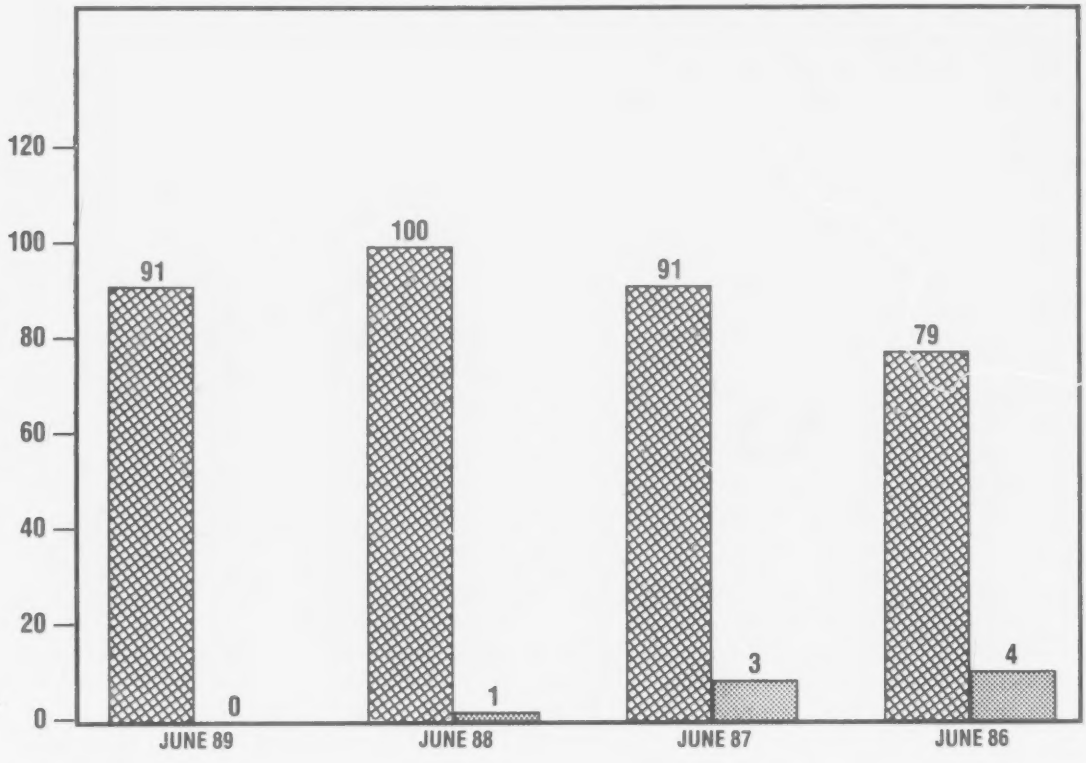
USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



FOR THE MONTH OF JUNE

MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

HEAVY

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

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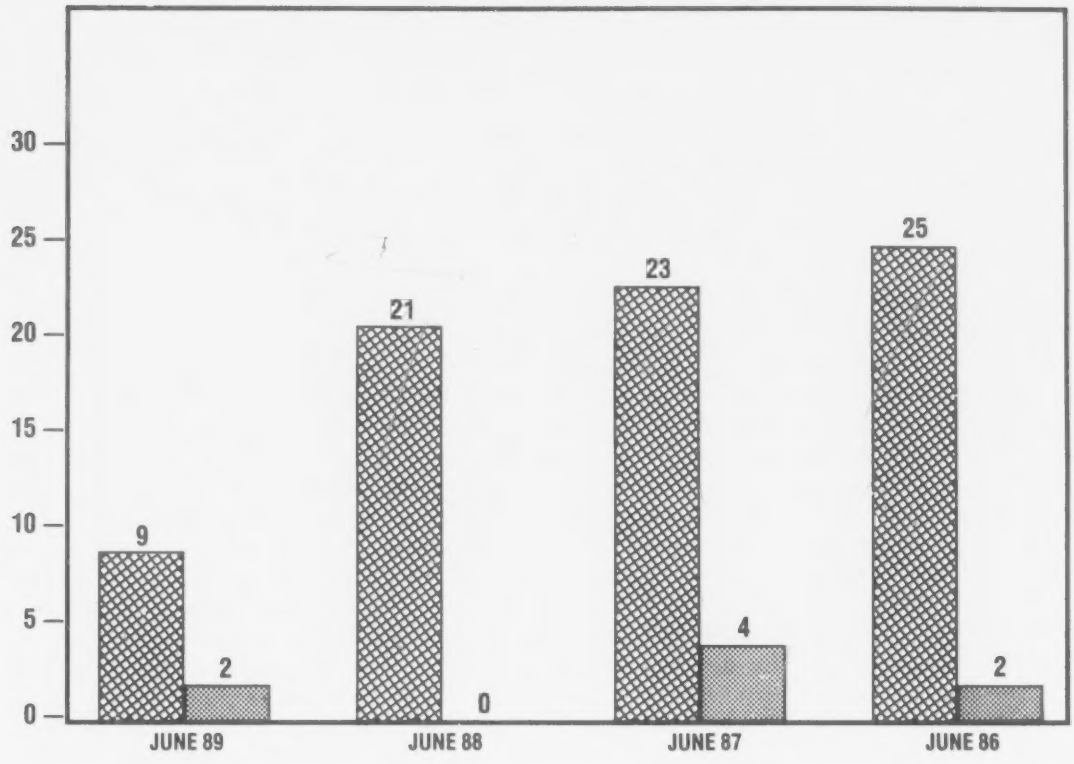
USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



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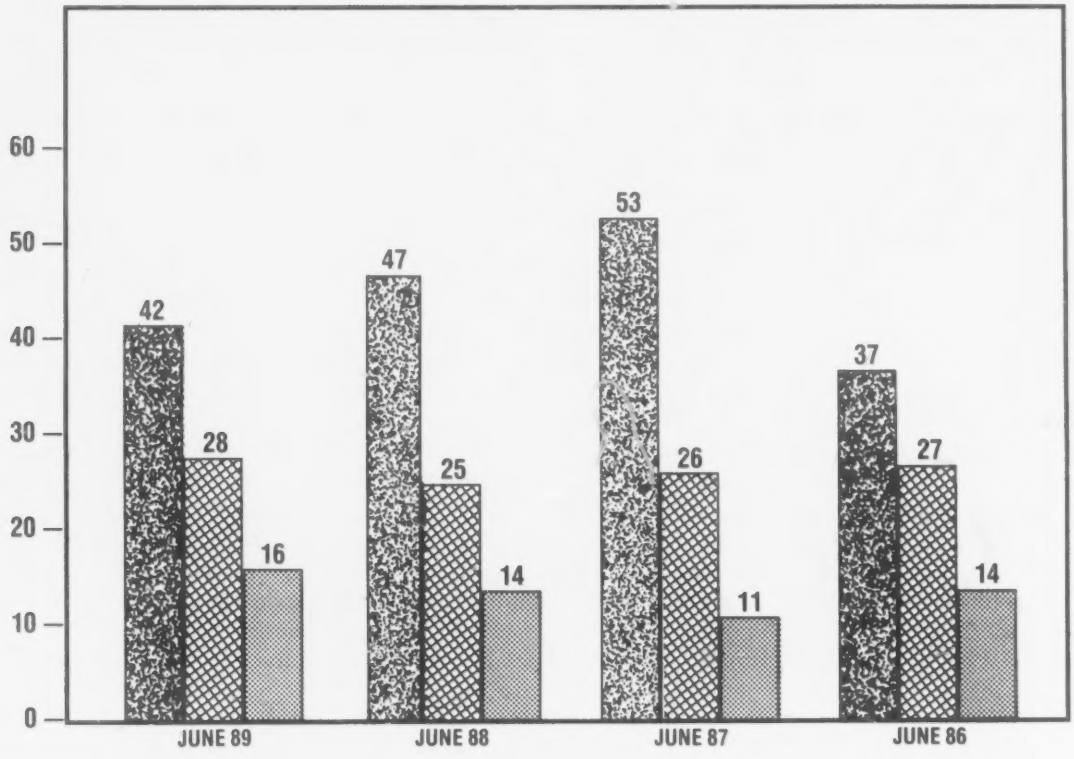

FOR THE MONTH OF JUNE

LIGHT	MEDIUM	HEAVY
SN601 Corvette	Citation 3	CL600/601 Challenger
Beechjet 400	Falcon 20/200	Falcon 50/900
Citation 1 + 2	BAE 125 (All Models)	G1159 Gulfstream 2/2B/3/4
Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
I.A.I. 1121 A/B/C Commodore Jet	I.A.I. 1125 Astra	All Airliner Type Jets
Lear Jet 23/24/25/28/29/35/36	Lear Jet 55/55ER/55LR/55XLR/55C	Such as Boeing 707 and similar type aircraft
MU300 Diamond 1/1A/2	Saberliner (All Models)	
MS760 Paris Jet		

SOURCE: AVDATA, INC., WICHITA, KS.

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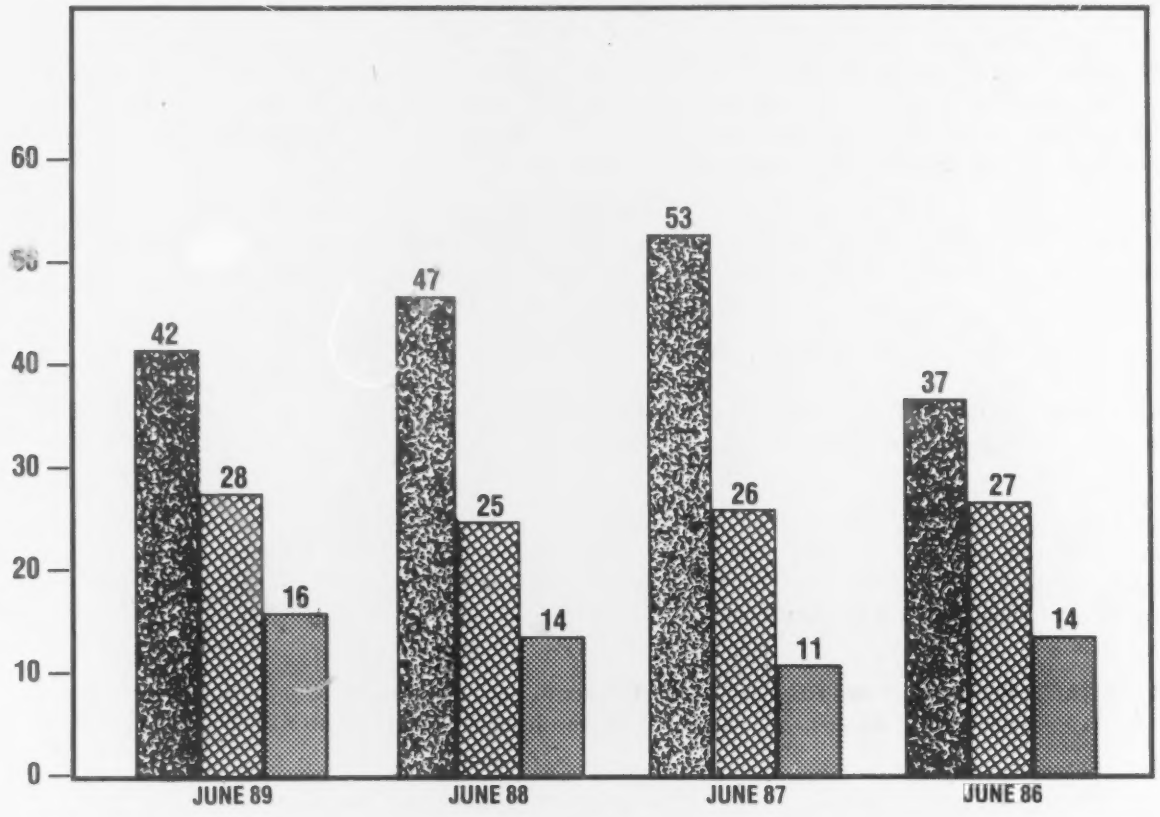
USED RETAIL JET DELIVERIES - NORTH AMERICA



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Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
I.A.I. 1121 A/B/C Commodore Jet	I.A.I. 1125 Astra	All Airliner Type Jets
Lear Jet 23/24/25/28/29/35/36	Lear Jet 55/55ER/55LR/55XLR/55C	Such as Boeing 707 and similar type aircraft
MU300 Diamond 1/1A/2	Saberliner (All Models)	
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